

also removed or modified certain objectionable riders that, for example, would have blocked our efforts to protect the sensitive waters in Alaska's Glacier Bay and weakened the Endangered Species Act.

Congress should not have used this bill as a vehicle for a range of special interest provisions harmful to the environment and to the careful stewardship of our Nation's natural resources. Several highly objectionable provisions remain in the bill. For example, there are provisions that undermine our ability to ensure that mining on Federal lands is done in an environmentally responsible manner. And by extending a moratorium on the Department of the Interior's proposed oil valuation rules, the Congress is preventing the collection of fair royalty payments from the oil companies that extract oil from public lands. I want to be clear that were it not for the truly emergency needs to which this bill responds, I would reject these environmental riders. I call on the Congress to end these stealth attempts to weaken environmental and public health protections. I have vetoed bills in the past because they contained anti-environmental riders and, if necessary, I am fully prepared to do so again.

I am extremely disappointed that the Congress failed to require States to use even a portion of the funds collected from the tobacco companies to prevent youth smoking. Even though 3,000 young people become regular smokers every day and 1,000 will have their lives cut short as a result, most States still have no plans to use tobacco settlement funds to reduce youth smoking. This bill represents a missed opportunity by the Congress to protect our children from the death and disease caused by tobacco. This is wrong. I will closely monitor State efforts in this area, and I will continue to fight for a nationwide effort to reduce youth smoking through counteradvertising, prevention activities, and restrictions on youth access to tobacco products.

I hereby designate the following amounts as emergency requirements pursuant to section 251(b)(2)(A) of the Balanced Budget and Emergency Deficit Control Act of 1985, as amended:

#### **Department of Defense**

- Military Personnel, Reserve Personnel, Army: \$2,900,000
- Military Personnel, National Guard Personnel, Army: \$6,000,000
- Military Personnel, National Guard Personnel, Air Force: \$1,000,000
- Operation and Maintenance, Operation and Maintenance, Army: \$50,000,000
- Operation and Maintenance, Operation and Maintenance, Navy: \$13,900,000
- Operation and Maintenance, Operation and Maintenance, Marine Corps: \$300,000
- Operation and Maintenance, Operation and Maintenance, Air Force: \$8,800,000
- Operation and Maintenance, Operation and Maintenance, Defense-Wide: \$21,000,000
- Operation and Maintenance, Overseas Humanitarian, Disaster, and Civic Aid: \$37,500,000

#### **Federal Emergency Management Agency**

- Disaster Relief: \$372,000,000

**William J. Clinton**

The White House,  
May 21, 1999.

NOTE: H.R. 1141, approved May 21, was assigned Public Law No. 106-31. This item was not received in time for publication in the appropriate issue.

#### **Radio Remarks on Agriculture Provisions in the 1999 Emergency Supplemental Appropriations Act** *May 21, 1999*

We are living through the longest peacetime expansion in our Nation's history, the strongest economy in a generation, the lowest unemployment in nearly 30 years, over 18 million new jobs since 1993.

Our farmers and ranchers helped to create this new prosperity, giving us good, inexpensive food at home and exporting a lot abroad. Unfortunately, today, too many of them are not reaping the benefits of the prosperity they helped to create. In fact, many of our farmers and ranchers are in the grip of the

worst crisis in over a decade. We have to do more to help them.

Three months ago I called on Congress to give farmers the loan assistance they needed to start the spring planting. Congress didn't act then, and every day they waited brought more farms closer to foreclosure.

So in March our administration took extraordinary action to make \$300 million in loans available to America's farming families now, instead of at the end of the year when they normally would have come up. Congress, Friday, acted to provide funds for those loans and more. On Friday I signed an emergency appropriations bill that will restore the \$300 million to the loan program to help our farmers, ranchers, and rural communities.

But with thousands of them still in danger of failing, we must continue our efforts. My balanced budget for next year includes additional help for agriculture. Unfortunately, next week the House of Representatives will vote on a bill that would gut some of those commitments and the Senate is considering even deeper cuts. Our farmers and ranchers feed us. They've helped us to get this prosperity we're enjoying. Now they're in need and we should help them.

After passing a bill that will do so much good, it would be a real shame and a bad mistake for Congress to reverse course and cut back on our commitment to America's farming and ranching families. I'm committed to working with Congress to give them the support they need.

NOTE: The President's remarks were recorded at approximately 1:30 p.m. on May 21 in the Oval Office at the White House for later broadcast. These remarks were also made available on the White House Press Office Radio Actuality Line. This item was not received in time for publication in the appropriate issue.

## **Proclamation 7199—National Maritime Day, 1999**

*May 21, 1999*

*By the President of the United States of America*

### **A Proclamation**

The history of the United States has always been linked to the sea. For more than 2 centuries, American ships and crews have made enormous contributions to the strength of our economy, the security of our shores, and the success of our efforts to create a more peaceful, prosperous world.

Today's U.S. Merchant Marine is building on that rich maritime heritage. Our commercial ships and marine infrastructure—and the dedicated men and women who are part of our maritime industry and U.S. Merchant Marine—continue to meet the challenges and opportunities of a rapidly changing marketplace and the expanding globalization of trade. Our merchant fleet is a key component of our Nation's intermodal transportation system, carrying more than one billion tons of cargo between domestic ports and supporting our connection to overseas markets. The fleet helps facilitate our engagement in world affairs and helps protect U.S. national security interests.

Recognizing that a strong America requires a strong merchant marine, my Administration has worked closely with the Congress to promote the development and maintenance of a modern, efficient, well-balanced merchant fleet, capable of facilitating international commerce and meeting the military needs of our Armed Forces during times of conflict or national emergency. Through the Maritime Security Program and the Voluntary Intermodal Sealift Agreement, which implement the Maritime Security Act of 1996, we have forged new public-private partnerships to ensure that our country will maintain a modern commercial fleet owned and operated by U.S. citizens and crewed by well-trained, highly skilled American sailors. We have strengthened U.S. shipyards